

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE****June 15, 2012****MINUTES**

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes from April 20, 2012**
- IV. Items for Review**

| <b>SUBJECT</b>  | <b>LOCATION</b>                                    | <b>AREA</b>                       | <b>PLANNING/<br/>SPONSOR GROUP</b> |
|---|--|-----------------------------------|------------------------------------|
| <b><u>SUPERVISORIAL DISTRICT 1</u></b>                |  |                                   |                                    |
| <b>A. RADAR<br/>RECERTIFICATION</b>                   | <b>BRIARWOOD ROAD</b>                              | <b>BONITA</b>                     | <b>SWEETWATER</b>                  |
| <b><u>SUPERVISORIAL DISTRICT 2</u></b>                |  |                                   |                                    |
| <b>A. SIGNALIZATION</b>                               | <b>WINTER GARDENS BLVD<br/>@ WINTER GARDENS DR</b> | <b>LAKESIDE</b>                   | <b>LAKESIDE</b>                    |
| <b>B. RADAR<br/>RECERTIFICATION</b>                   | <b>EUCLID AVENUE</b>                               | <b>EL CAJON</b>                   | <b>CREST-DEHESA</b>                |
| <b>C. RADAR<br/>RECERTIFICATION</b>                   | <b>APPLE STREET</b>                                | <b>SPRING VALLEY</b>              | <b>SPRING VALLEY</b>               |
| <b><u>SUPERVISORIAL DISTRICT 5</u></b>                |  |                                   |                                    |
| <b>A. SIGNALIZATION</b>                               | <b>DISCOVERY STREET @<br/>SAN PABLO DRIVE</b>      | <b>LAKE SAN MARCOS</b>            | <b>N/A</b>                         |
| <del><b>B. ANGLE PARKING</b></del>                    | <del><b>PALM CANYON DRIVE</b></del>                | <del><b>BORREGO SPRINGS</b></del> | <del><b>BORREGO SPRINGS</b></del>  |
| <del><b>C. MID-BLOCK<br/>CROSSWALK</b></del>          | <del><b>PALM CANYON DRIVE</b></del>                | <del><b>BORREGO SPRINGS</b></del> | <del><b>BORREGO SPRINGS</b></del>  |
| <del><b>D. RECREATIONAL<br/>VEHICLE PARKING</b></del> | <del><b>AVENIDA NORDESTE</b></del>                 | <del><b>BORREGO SPRINGS</b></del> | <del><b>BORREGO SPRINGS</b></del>  |
| <del><b>E. ANGLE OR PARALLEL<br/>PARKING</b></del>    | <del><b>AVENIDA SURESTE</b></del>                  | <del><b>BORREGO SPRINGS</b></del> | <del><b>BORREGO SPRINGS</b></del>  |
| <del><b>F. ANGLE PARKING</b></del>                    | <del><b>SUNSET ROAD</b></del>                      | <del><b>BORREGO SPRINGS</b></del> | <del><b>BORREGO SPRINGS</b></del>  |
| <b>G. RADAR<br/>RECERTIFICATION</b>                   | <b>MISSION ROAD</b>                                | <b>FALLBROOK</b>                  | <b>FALLBROOK</b>                   |
| <b>H. RADAR<br/>RECERTIFICATION</b>                   | <b>MISSION ROAD</b>                                | <b>FALLBROOK</b>                  | <b>FALLBROOK</b>                   |
| <b>I. RADAR<br/>RECERTIFICATION</b>                   | <b>MISSION ROAD</b>                                | <b>FALLBROOK</b>                  | <b>FALLBROOK</b>                   |
| <b>J. INTERIM PARKING<br/>PROHIBITONS</b>             | <b>SAN PABLO DRIVE/SAN<br/>PABLO COURT</b>         | <b>LAKE SAN MARCOS</b>            | <b>N/A</b>                         |



## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 15, 2012 Item 1-A

SUPERVISORIAL DISTRICT: 1

SUBJECT: Radar Recertification

LOCATION: Briarwood Road from SR-54 southerly to Sweetwater Road (0.58 miles), BONITA (Thos. Bros. 1290-H7)  
Spring Valley Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

### PROBLEM AS STATED BY REQUESTER:

Briarwood Road is posted 40 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 40 MPH speed limit.

### Existing Traffic Devices

Briarwood Road is a striped two-lane Through Highway between 64 feet and 85 feet wide. There is a painted median separating both directions of travel. There is a short section with two lanes in each direction. The road is classified as a Community Collector on the County General Plan Mobility Element Network. The road is posted 40 MPH/Radar Enforced.

### Average Daily Traffic Volumes      03/12      04/02      01/98      01/97

|                        |         |         |         |        |
|------------------------|---------|---------|---------|--------|
| Briarwood Road:        |         |         |         |        |
| S/o Bonita Woods Drive | 23,430* | 13,130* |         |        |
| @ Bonita Woods Drive   |         |         | 10,800* |        |
| S/o Robinwood Road     |         |         |         | 7,510* |

\* Two-way count

### Spot Speed Data      85th Percentile      10 MPH Pace      % in Pace

|                       |        |          |       |       |
|-----------------------|--------|----------|-------|-------|
| Briarwood Road:       |        |          |       |       |
| 250' S/o Cedarwood Dr | (2012) | 42.7 MPH | 33-42 | 64.5% |
|                       | (2005) | 42.5 MPH | 33-42 | 73.6% |

### Collision Data

There have been no reported collisions, along this segment of roadway, in the last two years (12-31-09 to 12-31-11).

**Discussion**

The result of the recent speed survey (42.7 MPH) supports recertification of the existing 40 MPH speed limit for continued radar enforcement. The Committee noted the recent 85<sup>th</sup> percentile speed and 10 MPH pace are similar to when last reviewed in 2005. The posted 40 MPH speed limit was established and radar certified in 1998. This posting continues to be reasonable and representative of the roadway's existing operating conditions.

This segment of Briarwood Road serves as a connector between the posted 35 MPH segment in the City of San Diego, State Route 54 and the Bonita community. It also provides access to Sweetwater Regional Park and Sweetwater Road.

The representatives from the California Highway Patrol (CHP) stated support for continued radar speed enforcement. Radar certification has proven to be an effective tool against excessive speeding and facilitates enforcement along this heavily traveled roadway. Briarwood Road will continue to benefit from radar speed enforcement.

**Recommendation**

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit on Briarwood Road from SR-54 southerly to Sweetwater Road.

Maker: Finley, Second: Lake, Vote: 9-0

**Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** June 15, 2012 **Item 2-A**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Signalization

**LOCATION:** Winter Gardens Boulevard and Winter Gardens Drive,  
LAKESIDE (Thos. Bros. 1251-J1) Lakeside  
Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Review for Signalization

### **PROBLEM AS STATED BY REQUESTER:**

Preliminary review of the intersection's operating conditions support installation of a traffic signal.

### **DATA:**

#### **Existing Traffic Devices**

Winter Gardens Boulevard is a striped four-lane Through Highway measuring approximately 65 feet wide. The north leg has a left-turn pocket for the south to east bound turning movement. The south leg has a two-way left turn lane separating both directions of travel. There are bike lanes along both sides of the roadway. The road is classified as a Major on the County General Plan Mobility Element Network. The road is posted 45 MPH/Radar Certified.

Winter Gardens Drive is a striped two-lane roadway, approximately 26 feet wide, that "Tees" into Winter Gardens Boulevard from the east. It is stop controlled with a limit line and STOP pavement legend in place. The road is unclassified on the County General Plan Mobility Element Network. The road is posted 25 MPH.

| <b><u>Average Daily Traffic Volumes</u></b> | <b><u>04/12</u></b> | <b><u>10/99</u></b> | <b><u>2/94</u></b> |
|---|---------------------|---------------------|--------------------|
| Winter Gardens Boulevard:                   |                     |                     |                    |
| N/o Winter Gardens Drive                    | 7,800 SB            |                     |                    |
| S/o Winter Gardens Drive                    | 8,700 NB            |                     |                    |
| N/o Royal Road                              |                     | 16,440*             |                    |
| Winter Gardens Drive:                       |                     |                     |                    |
| E/o Winter Gardens Boulevard                | 2,440 WB            |                     |                    |
| @ Vista del Cajon                           |                     |                     | 1,320*             |

\*Two-way count

**Collision Data**

There have been 18 reported collisions at this intersection in the last five years, 5 of which included injuries (12-31-06 to 12-31-11).

**Discussion**

Winter Gardens Boulevard serves as a community collector between State Route 67 and Interstate 8. Winter Gardens Drive provides the only ingress and egress for the surrounding community and Winter Gardens Elementary School. Two of the eight statewide guidelines used to evaluate the need for a traffic signal are met. The intersection is experiencing a significant right-of-way violation pattern for westbound motorists exiting Winter Gardens Drive. The intersection's accident rate is higher than the statewide average for similar-type intersections. The frustration motorists are experiencing with delay is demonstrated in the most recent collision pattern. Although visibility is more than adequate, motorists become impatient and are making inappropriate decisions in determining when it's appropriate to enter the intersection. The present stop control has exceeded its capacity and is no longer the appropriate level of control. The Committee believes signalization is the most appropriate measure for right-of-way assignment and will alleviate existing and future operating conditions.

The Committee noted Winter Gardens Boulevard's high traffic volumes will occupy most of the signal's green time. The signal will provide gaps in traffic, thereby improving existing conditions for those entering/exiting the intersection. In addition, concern was expressed for several driveways on the west side of the intersection. Staff noted the signal's design will also include provisions to facilitate access to and from the driveways.

In the interim, staff indicated additional measures will take place to benefit existing conditions between now and when the traffic signal becomes operational. Vegetation trimming and the installation of intersection warning signs for both directions of travel will take place to enhance and maximize the intersection's visibility.

Staff indicated the proposed signalization has generated support from several of the adjacent property owners and Winter Gardens Elementary School. The Committee noted this location will compete favorably with other previously placed locations. However, placement on the Traffic Signal Priority List does not authorize immediate construction. Placement allows staff the opportunity to seek funding, collect fair-share funds from development projects and review each location annually to capture any changes and ensure its priority on the Priority List. It also initiates signal construction design according to the intersection's placement on the Priority List. Finally, the process is designed for coordination with Planning Groups and their priorities for community project funding as the intersection proceeds through the Priority List.

**Recommendation**

The Committee recommends the intersection of Winter Gardens Boulevard and Winter Gardens Drive be placed on the County's Traffic Signal Priority List.

Maker: Pennings, Second: Bailey, Vote: 9-0

Necessary Board Action

File this report.





## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** June 15, 2012 **Item 2-B**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Euclid Avenue from the El Cajon City Limit easterly to Valley View Boulevard (0.96 miles), EL CAJON (Thos. Bros. 1252-C5) Crest-Dehesa Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 40 MPH Speed Limit

### **PROBLEM AS STATED BY REQUESTER:**

Euclid Avenue is posted 40 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 40 MPH speed limit.

### **Existing Traffic Devices**

Euclid Avenue is a striped two-lane Through Highway between 25 feet and 37 feet wide. The road is unclassified on the County General Plan Mobility Element Network. The road is posted 40 MPH/Radar Enforced.

| <b><u>Average Daily Traffic Volumes</u></b> | <b><u>04/12</u></b> | <b><u>01/98</u></b> |
|---|---------------------|---------------------|
| Euclid Avenue:<br>E/o Granite Hills Drive   | 5,360*              | 1,670*              |

\* Two-way count

| <b><u>Spot Speed Data</u></b>          | <b><u>85th<br/>Percentile</u></b> | <b><u>10 MPH<br/>Pace</u></b> | <b><u>% in<br/>Pace</u></b> |
|--|-----------------------------------|-------------------------------|-----------------------------|
| Euclid Avenue:<br>770' W/o Bradford Rd | (2012) 42.0 MPH                   | 31-40                         | 44.2%                       |
|  | (2005) 42.5 MPH                   | 34-43                         | 74.4%                       |

### **Collision Data**

There have been no reported collisions, along this segment of roadway, in the last two years (12-31-09 to 12-31-11).

**Discussion**

The result of the recent speed survey (42.0 MPH) supports recertification of the existing 40 MPH speed limit for continued radar enforcement. The Committee noted the recent 85<sup>th</sup> percentile speed and 10 MPH pace are lower than when last reviewed in 2005. The posted 40 MPH speed limit was established in 1972 and radar certified in 1998. This posting continues to be reasonable and representative of the roadway's existing operating conditions.

Euclid Avenue is a rural residential roadway within the easternmost El Cajon community that provides access to Granite Hills Drive and Kennedy Park along with four schools in the vicinity (Madison Elementary School, Sevick Elementary School, Montgomery Middle School and Granite Hills High School).

The representatives from the CHP stated support for continued radar speed enforcement. Radar certification has proven to be an effective tool against excessive speeding and facilitates enforcement along this heavily traveled roadway. Euclid Avenue will continue to benefit from radar speed enforcement.

**Recommendation**

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit on Euclid Avenue from the El Cajon City Limit easterly to Valley View Boulevard.

Maker: Finley, Second: Lake, Vote: 9-0

**Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** June 15, 2012 **Item 2-C**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Apple Street from Grand Avenue easterly to Capistrano Avenue/Galapago Street (0.4 miles), SPRING VALLEY (Thos. Bros. 1291-C2) Spring Valley Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 40 MPH Speed Limit

### **PROBLEM AS STATED BY REQUESTER:**

Apple Street is posted 40 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 40 MPH speed limit.

### **Existing Traffic Devices**

Apple Street is a striped two-lane Through Highway between 40 feet and 52 feet wide. The road is classified as a Light Collector on the County General Plan Mobility Element Network. The road is posted 40 MPH/Radar Enforced.

| <b><u>Average Daily Traffic Volumes</u></b> | <b><u>03/12</u></b> | <b><u>04/98</u></b> | <b><u>05/93</u></b> |
|---|---------------------|---------------------|---------------------|
| Apple Street:<br>E/o Grand Avenue           | 11,640*             | 8,420*              | 10,510*             |

\* Two-way count

| <b><u>Spot Speed Data</u></b>                  |        | <b><u>85th<br/>Percentile</u></b> | <b><u>10 MPH<br/>Pace</u></b> | <b><u>% in<br/>Pace</u></b> |
|--|--------|-----------------------------------|-------------------------------|-----------------------------|
| Apple Street:<br>@ Maria Avenue<br>(south leg) | (2012) | 38.6 MPH                          | 31-40                         | 69.0%                       |
|  | (2005) | 40.1 MPH                          | 30-39                         | 68.7%                       |

### **Collision Data**

There have been 21 reported collisions, 13 of which involved injury and 2 of which involved pedestrians, along this segment of roadway in the last five years (12-31-06 to 12-31-11).

**Discussion**

The result of the recent speed survey (38.6 MPH) supports recertification of the existing 40 MPH speed limit for continued radar enforcement. The Committee noted the recent 85<sup>th</sup> percentile speed is lower than when last reviewed in 2005. The posted 40 MPH speed limit was established in 1986 and radar certified in 1988. This posting continues to be reasonable and representative of the roadway's existing operating conditions.

This segment of Grand Avenue serves as residential connector between State Routes 54, 94 and 125 to the eastern Spring Valley community. It also serves as a transition zone between the 35 MPH posted segment to the east and the adjacent 40 MPH posted segment to the west along Jamacha Road.

CHP representatives stated support for continued radar speed enforcement. Radar certification has proven to be an effective tool against excessive speeding and facilitates enforcement along this heavily traveled roadway. Grand Avenue will continue to benefit from radar speed enforcement.

**Recommendation**

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit on Apple Street from Grand Avenue easterly to Capistrano Avenue/Galapago Street.

Maker: Finley, Second: Lake, Vote: 9-0

**Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** June 15, 2012 **Item 5-A**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Signalization

**LOCATION:** Discovery Street and San Pablo Drive, LAKE SAN MARCOS (Thos. Bros. 1128-D2)

**INITIATED BY:** Lake San Marcos Community Association  
DPW Traffic Engineering

**REQUEST:** Review for Signalization

### **PROBLEM AS STATED BY REQUESTER:**

Preliminary review of the intersection's operating conditions support installation of a traffic signal.

### **DATA:**

#### **Existing Traffic Devices**

Discovery Street is a striped two-lane roadway measuring approximately 40 feet wide. Valley Christian School is located on the southeast corner of the intersection. Advanced school notification signs and pavement legends are in place. The south leg has a parking lane and bike lane in place along both sides of the roadway. The road is unclassified on the County General Plan Mobility Element Network. The road is posted 40 MPH.

San Pablo Drive is a striped two-lane Through Highway, approximately 40 feet wide, that "Tees" into Discovery Street from the west. It is stop controlled with a limit line and STOP pavement legend in place. The road is unclassified on the County General Plan Mobility Element Network. The road is posted 25 MPH/Radar Enforced.

#### **Average Daily Traffic Volumes**

**04/12**

**04/02**

Discovery Street:

E/o San Pablo Drive

4,580 WB

4,940 WB

W/o San Pablo Drive

6,740 EB

5,950 EB

San Pablo Drive:

S/o Discovery Street

6,110 NB

1,460 NB

**Pedestrian Survey****03/12****(06:45 am to 08:45 am) (03:00 pm to 04:30 pm)**

## Discovery Street:

|                     |    |    |
|---------------------|----|----|
| E/o San Pablo Drive | 26 | 18 |
| W/o San Pablo Drive | 0  | 0  |

## San Pablo Drive:

|                      |     |     |
|----------------------|-----|-----|
| N/o Discovery Street | 16  | 8   |
| S/o Discovery Street | 108 | 106 |

**Collision Data**

There has been one reported non-injury collision at this intersection in the last five years, (12-31-06 to 12-31-11). It involved a northbound motorist on Discovery Street, who while stopped making a left turn onto San Pablo Drive, was rear-ended by another northbound motorist.

**Discussion**

Several Lake San Marcos Community Association representatives expressed concern with increasing volumes along San Pablo Drive. They indicated San Marcos Boulevard is so busy and congested that motorists are choosing San Pablo Drive and Discovery Street as a southern bypass between Rancho Santa Fe Road, Twin Oaks Valley Road and Cal State-San Marcos. Recent construction at San Marcos High School has relocated student parking further to the east on San Marcos Boulevard. Due to their proximity, students are overwhelming San Pablo Drive and Discovery Street with increased parking, pedestrian presence and traffic volumes. They indicated proposed developments within the City of San Marcos will magnify existing conditions. They stated the Association's strong support for signalization at Discovery Street and San Pablo Drive.

Four of the eight statewide guidelines used to justify the need for a traffic signal are currently met. Staff indicated the High School's construction project is scheduled to terminate in one year. Statewide guidelines are still met even without the temporary student presence. The Committee noted the present stop control has exceeded its capacity and is no longer the appropriate level of control. The Committee believes signalization is the most appropriate measure for right-of-way assignment, and will alleviate existing and future operating conditions.

The Committee noted Discovery Street's high traffic volumes will occupy most of the signal's green time. Staff indicated signal coordination and synchronization with nearby traffic signals in the City of San Marcos will take place to ensure smooth travel flow and avoid undue backup and stacking along Discovery Street.

Staff indicated the proposed signalization has also generated support from Valley

**Discussion (continued)**

Christian School located in the immediate vicinity. The Committee noted this location will compete favorably with other previously placed locations. However, placement on the Traffic Signal Priority List does not authorize immediate construction. Placement allows staff the opportunity to seek funding, collect fair-share funds from development projects and review each location annually to capture any changes and ensure its priority on the Priority List. It also initiates signal construction design according to the intersection's placement on the Priority List.

**Recommendation**

The Committee recommends the intersection of Discovery Street and San Pablo Drive be placed on the County's Traffic Signal Priority List.

Maker: Soto, Second: Gaffney, Vote: 8-0

**Necessary Board Action**

File this report.





## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** June 15, 2012 **Item 5-G**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Radar Recertification

**LOCATION:** Mission Road from Iowa Street easterly to Industrial Way (0.7 miles), FALLBROOK (Thos. Bros. 1027-G2) Fallbrook Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 35 MPH Speed Limit

### **PROBLEM AS STATED BY REQUESTER:**

Mission Road is posted 35 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 35 MPH speed limit.

### **Existing Traffic Devices**

Mission Road is a striped two-lane Through Highway between 34 feet and 82 feet wide. There are two sections with two-way left-turn lanes separating both directions of travel. There is edge-striping along both sides of the roadway. The road is classified as a Light Collector/Boulevard on the County General Plan Mobility Element Network. The road is posted 35 MPH/Radar Enforced.

| <b><u>Average Daily Traffic Volumes</u></b> | <b><u>03/12</u></b> | <b><u>11/05</u></b> | <b><u>02/98</u></b> |
|---|---------------------|---------------------|---------------------|
| Mission Road:<br>W/o Minnesota Avenue       | 17,770*             | 18,270*             | 14,620*             |

\* Two-way count

| <b><u>Spot Speed Data</u></b>                  | <b><u>85th<br/>Percentile</u></b> | <b><u>10 MPH<br/>Pace</u></b> | <b><u>% in<br/>Pace</u></b> |
|--|-----------------------------------|-------------------------------|-----------------------------|
| Mission Road:<br>1,000' E/o Brandon Ave (2012) | 39.7 MPH                          | 32-41                         | 78.6%                       |
| (2005)   | 37.6 MPH                          | 28-37                         | 65.8%                       |

### **Collision Data**

There have been 75 reported collisions, 31 of which involved injury and 1 of which involved a pedestrian, along this segment of roadway in the last five years (01-01-07 to 01-01-12).

**Discussion**

The result of the recent speed survey (39.7 MPH) supports radar recertification of the existing 35 MPH speed limit. The Committee noted the 35 MPH speed limit was established in 1966, radar certification has been in place since 1990. Also, the roadway's operating conditions have remained constant. This segment of Mission Road has an unusually high number of commercial driveways taking direct access along the roadway. When reviewing the collision history, it is apparent the type of demonstrated accidents are indicative of the difficulties motorists experience when entering/exiting the roadway. In addition, the design speeds on certain curves are below the posted 35 MPH speed limit. This confirms the 35 MPH speed limit is reasonable and reflective of the roadway's existing operational nature.

The Committee also recognized this portion's geographical location between two adjacent roadway segments with differing characteristics. The eastern segment is a rural curvilinear roadway that is posted 45 MPH/Radar Enforced. The western segment is a straight, congested 25 MPH posted roadway that leads into downtown Fallbrook.

Radar certification has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Mission Road continues to meet the CHP's criteria and will benefit from continued radar speed enforcement.

**Recommendation**

The Committee recommends recertification for continued radar speed enforcement of the existing 35 MPH speed limit on Mission Road from Iowa Street easterly to Industrial Way.

Maker: Bailey, Second: Scott, Vote: 11-0

**Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** June 15, 2012 **Item 5-H**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Radar Recertification

**LOCATION:** Mission Road from Industrial Way easterly to a point 450 feet east of Stage Coach Lane (0.7 miles), FALLBROOK (Thos. Bros. 1027-H1) Fallbrook Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 45 MPH Speed Limit

### **PROBLEM AS STATED BY REQUESTER:**

Mission Road is posted 45 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 45 MPH speed limit.

### **Existing Traffic Devices**

Mission Road is a striped two-lane Through Highway between 34 feet and 87 feet wide. It has a short section with a two-way left-turn lane separating both directions of travel. There is edge-striping along both sides of the roadway. The road is classified as a Boulevard on the County General Plan Mobility Element Network. The road is posted 45 MPH/Radar Enforced.

| <b><u>Average Daily Traffic Volumes</u></b> | <b><u>03/12</u></b> | <b><u>03/00</u></b> | <b><u>2/98</u></b> |
|---|---------------------|---------------------|--------------------|
| Mission Road:                               |                     |                     |                    |
| E/o Stage Coach Lane                        | 19,510*             | 22, 510*            |                    |
| W/o Knoll Park Lane                         |                     |                     | 14,900*            |

\* Two-way count

| <b><u>Spot Speed Data</u></b> | <b><u>85th<br/>Percentile</u></b> | <b><u>10 MPH<br/>Pace</u></b> | <b><u>% in<br/>Pace</u></b> |
|-------------------------------|-----------------------------------|-------------------------------|-----------------------------|
| Mission Road:                 |                                   |                               |                             |
| 240' E/o Knoll Park Ln (2012) | 47.0 MPH                          | 38-47                         | 79.5%                       |
| (2005)                        | 47.1 MPH                          | 38-47                         | 74.8%                       |

### **Collision Data**

There have been 30 reported collisions, 11 of which involved injury, along this segment of roadway in the last five years (01-01-07 to 01-01-12).

**Discussion**

The result of the recent speed survey (47.0 MPH) supports recertification of the existing 45 MPH speed limit for continued radar enforcement. The Committee noted the recent 85<sup>th</sup> percentile speed and 10 MPH pace are similar to when last reviewed in 2005. The posted 45 MPH speed limit was established in 1981 and radar certified in 1991. This posting continues to be reasonable and representative of the roadway's existing operating conditions.

The Committee also recognized this portion's geographical location between two adjacent radar certified segments with differing roadway characteristics. The eastern segment is an open rural residential roadway leading to Interstate 15. The western segment is congested with many adjacent commercial driveways leading into downtown Fallbrook. Both adjacent segments have been reviewed and are recommended for continued radar speed enforcement. Recertification along this portion ensures uniformity and consistency with radar speed enforcement along the entire east-west Corridor of Mission Road from Iowa Street to Old Highway 395.

Radar certification has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Mission Road continues to meet the CHP's criteria and will benefit from continued radar speed enforcement.

**Recommendation**

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Mission Road from Industrial Way easterly to a point 450 feet east of Stage Coach Lane.

Maker: Bailey, Second: Scott, Vote: 11-0

**Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: June 15, 2012

Item 5-I

SUPERVISORIAL DISTRICT: 5

SUBJECT: Radar Recertification

LOCATION: Mission Road from a point 450 feet east of Stage Coach Lane easterly to Old Highway 395 (3.28 miles), FALLBROOK (Thos. Bros. 1027-J1) Fallbrook Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 45 MPH Speed Limit

### PROBLEM AS STATED BY REQUESTER:

Mission Road is posted 45 MPH and is radar enforced. Preliminary review of prevailing speeds and roadway conditions support radar recertification for the existing 45 MPH speed limit.

### Existing Traffic Devices

Mission Road is a striped two-lane Through Highway between 34 feet and 50 feet wide. There is a portion with bike lanes from Willow Glen Road easterly to Old Highway 395; the remainder has edge-striping along both sides of the roadway. The road is classified as a Boulevard on the County General Plan Mobility Element Network. The road is posted 45 MPH/Radar Enforced.

| <u>Average Daily Traffic Volumes</u> | <u>03/12</u> | <u>11/02</u> | <u>2/98</u> |
|--------------------------------------|--------------|--------------|-------------|
| Mission Road:                        |              |              |             |
| E/o Live Oak Park                    | 21,500*      |              |             |
| @ Live Oak Park                      |              | 18,980*      |             |
| W/o Live Oak Park                    |              |              | 15,820*     |

\* Two-way count

| <u>Spot Speed Data</u> |        | <u>85th<br/>Percentile</u> | <u>10 MPH<br/>Pace</u> | <u>% in<br/>Pace</u> |
|------------------------|--------|----------------------------|------------------------|----------------------|
| Mission Road:          |        |                            |                        |                      |
| @ Riverview Drive      | (2012) | 44.0 MPH                   | 35-44                  | 70.7%                |
|                        | (2005) | 45.8 MPH                   | 38-47                  | 81.8%                |
| @ Las Vistas           | (2012) | 45.0 MPH                   | 38-47                  | 87.0%                |
|                        | (2005) | 42.5 MPH                   | 35-44                  | 84.4%                |

**Collision Data**

There have been 60 reported collisions, 28 of which involved injury and 1 of which involved a fatality, along this segment of roadway in the last two years (01-01-10 to 01-01-12).

**Discussion**

The result of the recent speed surveys (44.0 and 45.0 MPH) support recertification of the existing 45 MPH speed limit for continued radar enforcement. This posting continues to be reasonable and representative of the roadway's existing operating conditions.

Recertification along this portion ensures uniformity and consistency with radar speed enforcement along the entire East-West Corridor of Mission Road from Iowa Street to Old Highway 395.

Radar certification has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Mission Road continues to meet the CHP's criteria and will benefit from continued radar speed enforcement.

**Recommendation**

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Mission Road Mission Road from a point 450 feet east of Stage Coach Lane easterly to Old Highway 395.

Maker: Bailey, Second: Scott, Vote: 11-0

**Necessary Board Action**

File this report.

## **SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** June 15, 2012 **Item 5-J**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Parking Prohibitions

**LOCATION:** 1. San Pablo Drive  
2. San Pablo Court  
LAKE SAN MARCOS (Thos. Bros. 1128-D2)

**INITIATED BY:** San Marcos Unified School District  
Lake San Marcos Community Association

**REQUEST:** Review for Interim Parking Prohibitions from 8 AM to 10 AM on School Days

### **PROBLEM AS STATED BY REQUESTER:**

As a result of onsite construction at San Marcos High School, all student parking has been relocated offsite to the intersection of Pacific Street and San Marcos Boulevard. Students have chosen to park along San Pablo Drive and San Pablo Court due to the closer proximity of these roads.

San Marcos Unified School District and Lake San Marcos Community Association representatives have expressed concern with inappropriate student/parent driving behavior (excessive speed, blocking of a mailbox and driveways and parking in curb returns). Although new and additional red and white curbing have been installed to address concerns, the Community believes these residential roadways are being overwhelmed by the construction and students.

The proposed parking prohibitions from 8 AM to 10 AM on School Days along San Pablo Drive and San Pablo Court are desired as an interim measure until construction is completed and the high school's operation normalizes.

### **DATA:**

#### **Existing Traffic Devices**

San Pablo Drive is a striped two-lane Through Highway that measures approximately 40 feet wide. The road is unclassified on the County General Plan Mobility Element Network. The road is posted 25 MPH/Radar Enforced.

San Pablo Court is an unstriped residential cul-de-sac (8 residences) that measures approximately 25 feet wide. It "Tees" into San Pablo Drive from the west. It is stop controlled with a limit line and STOP pavement legend in place. The road is unclassified on the County General Plan Mobility Element Network. The road is unposted.

| <u>Average Daily Traffic Volumes</u>     | <u>04/12</u>     | <u>04/02</u> |
|--|------------------|--------------|
| San Pablo Drive:<br>S/o Discovery Street | 8,000*(Estimate) | 3,170*       |
| San Pablo Court:<br>W/o San Pablo Drive  | 80*              |              |

\*Two-Way Count \*Note: Increase due to temporarily relocated school traffic

### Discussion

Several Lake San Marcos Community Association representatives expressed frustration and the neighborhoods' distress with the negative impacts resulting from recent construction at San Marcos High School. Although the School has secured a student parking facility further to the east on San Marcos Boulevard, the neighborhood's close proximity is more attractive. San Pablo Drive and San Pablo Court are being overwhelmed by student parking, noise, trash, u-turns, speeding and other inconsiderate behavior. In addition, these roadways lack pedestrian facilities and students are walking and crossing at inappropriate locations. They indicated this senior citizen community is being overburdened and its peacefulness no longer exists. They stated construction is scheduled to terminate in one year, in the interim the neighborhood wants to cease being the High School's interim parking lot and desires temporary relief as soon as possible.

The representatives and Committee agreed the present situation was not caused by the residents or County. The Committee expressed empathy for the neighborhood's plight and desire for relief. The Committee indicated their duty to consider all alternatives in identifying a reasonable and incremental approach that would benefit all while minimizing the relocation of parking to other neighborhood roadways and not over-regulating.

The Committee was informed of several meetings, between the Association, School District representatives, High School administrators and County staff, to address concerns and identify a workable solution. As a result, a two-hour parking prohibition from "8 AM to 10 AM on School Days" along the entire cul-de-sac of San Pablo Court and along San Pablo Drive, an equal distance between the High School and student parking facility on San Marcos Boulevard (1/4 mile), were agreed as reasonable to provide relief to these impacted roadways as an interim measure while construction is taking place. Once construction is completed the prohibitions will be removed.

The Committee commended all participants for their collaborative efforts. Although not ideal, the Committee concurred the proposed interim parking prohibitions are reasonable and appropriate. The Committee recommends the Lake San Marcos Community Association continually notify its residents of the parking prohibitions intent and interim nature. Parking in front of one's home is highly desirable and very sensitive. However, it is a privilege, not a guaranteed right. Under usual circumstances, these are public streets that need to be available for all. However, these are unique circumstances and it is essential for all concerned to work together to identify the most amenable and best suited solution. It also recommends San Marcos High School continues



**Discussion (continued)**

encouraging students to use the parking and pedestrian facilities on San Marcos Boulevard. Staff indicated a letter from the Department of Public Works will be sent to the Superintendent of the San Marcos Unified School District for implementation of a shuttle service with coordinated traffic signal timing between the High School and parking facility. The Committee stated support for these measures and believes they along with the proposed parking prohibitions will provide a more appropriate direct access to the High School and relief to the Lake San Marcos Community.

The Committee recommends the proposed parking prohibitions be established to relieve neighborhood angst and encourage a continued partnership between all toward a common goal. The Committee recommends the signs be installed and removed at the discretion of the Director of the Department of Public Works to coincide with the High School's construction schedule.

(NOTE: On June 28, 2012, the letter requesting implementation of a shuttle service along with other mitigation measures was sent from the Department of Public Works to the Superintendent of the San Marcos Unified School District.)

**Recommendation**

The Committee recommends interim parking prohibitions and their subsequent removal when construction at San Marcos High School is completed. The interim parking prohibitions will be from 8 AM to 10 AM on School Days along (1) San Pablo Drive from Discovery Street southerly to Fairway Circle Drive, (2) San Pablo Drive from a point 1,100 feet north of San Marino Drive northerly 1,050 feet and (3) the entirety of San Pablo Court. The interim sign installations and their subsequent removal will be accomplished at the discretion of the Director of the Department of Public Works.

Maker: Kenney, Second: Fleischman

**Necessary Board Action**

Add Item Nos. 1415, 1416 and 1417 to Traffic Resolution No. 301 relating to No Standing or Parking Zones.



TRAFFIC ADVISORY COMMITTEE

MEETING OF:  
June 15, 2012

  
KENTON R. JONES  
Secretary

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Board of Supervisors, Clerk  
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